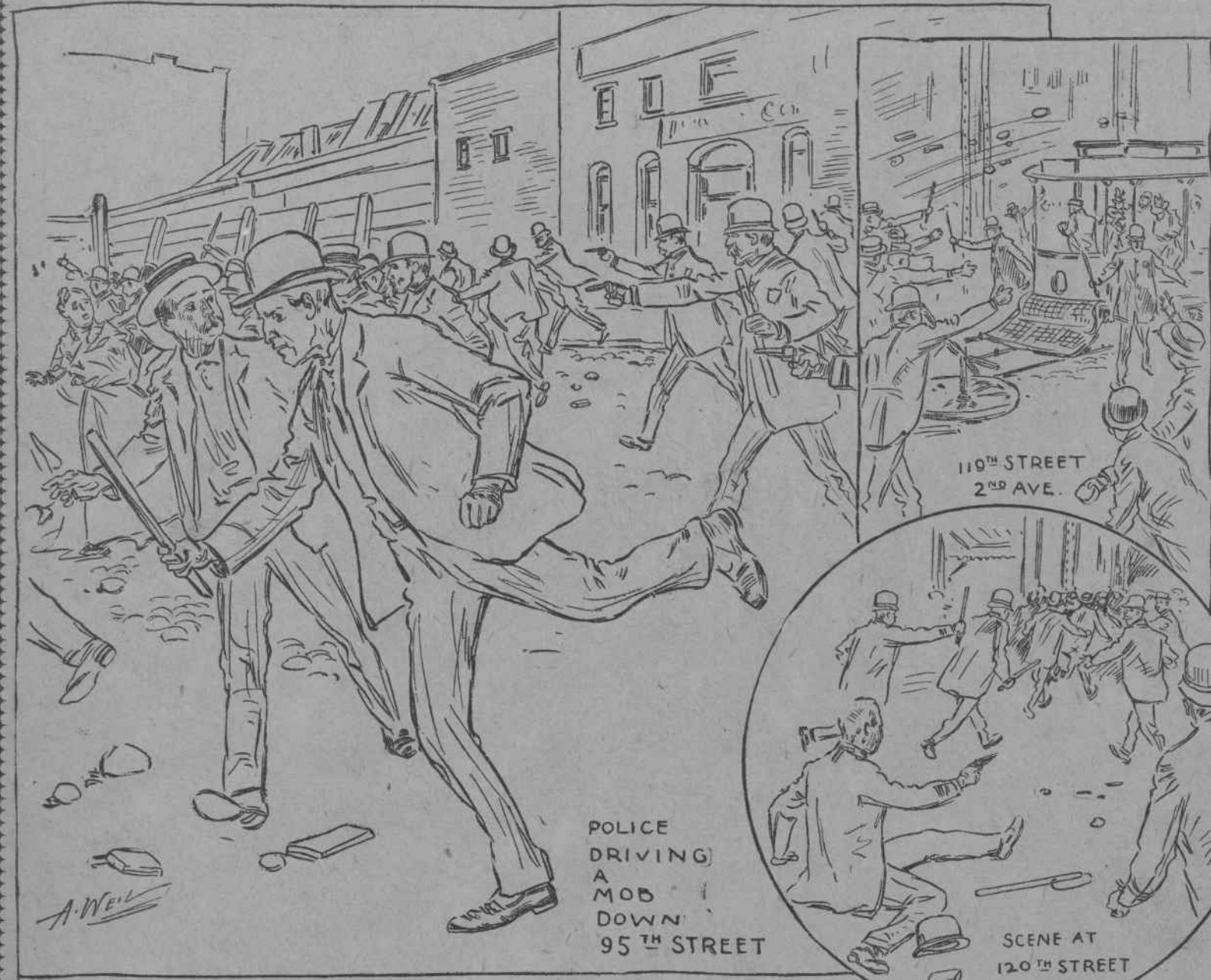


CROWDS ON HOUSE TOPS HURL MISSILES UPON THE POLICE BELOW.



SCENES OF DISORDER ATTENDING THE STRIKE ON THE SECOND AVENUE LINE.

6TH AVENUE

'L' ROADS

8TH AVENUE

MADISON AVE.

TEN SIXTH AVENUE CARS TIED UP.

Strikers Assert That 120 Men Are Out on That Line.

EIGHT ARRESTS MADE.

The Men Are Fined for Appealing to Fellow Motormen to Join Them.

ON the Sixth avenue line of the Metropolitan Traction Company the strike situation developed at about half-past 8 o'clock yesterday morning.

As the motormen brought their cars to the depot at Fifth street and Sixth avenue they left their cars and went away. Other men appeared to take their places. There was considerable delay, but that was all.

During the day the largest claim by the strikers was that 120 out of 350 men were out. The most the company's officers would admit was "ten regular employees."

At 2 o'clock in the afternoon eighty cars were running where the normal schedule called for ninety. To bring about this result required an army of police, urged to the limit of activity. There were on duty at three depots—Fifth street and Sixth avenue, Fifth street and Broadway and Forty-ninth street and Eighth avenue—240 policemen under the personal command of Inspector Walter R. Thompson. He had Captains Titus, Thomas and Haughey, twelve sergeants and eighteen roundsmen from Manhattan and eight sergeants and seven roundsmen from Brooklyn. The Borough of Brooklyn furnished 102 bluecoats.

On several occasions squads of bluecoats indulged in the sport of "fanning." Whenever men collected small details of twenty men or so were sent to disperse them. Altogether no to sundown eight arrests were made. The charges against the men were "obscuring cars and intimidation." The intimidation followed from the fact of boarding the cars.

The arrests were made at the request of company inspectors, and the men were all fined. There were two batches—four men in each.

Those men were fined \$10 each: Owen McCabe, No. 456 West Fifty-third street; Patrick Brophy, No. 530 West Fifty-third street; Daniel McDaniel, Matilda and Fifth street; and James Grady, No. 243 West Fifty-third street.

In addition, they were compelled to listen to these words of Magistrate Brann: "Your conduct is contemptible. You have no right to try to get honest men from their work. You interfere with a man who has an honest living and compel people to behave themselves in this city, even if you do strike."

It wasn't claimed that these men had done more than beg the motormen to go on strike.

The men who were fined \$5 each without a lecture were Benjamin Bailey, No. 408 West Fifty-ninth street; Peter Hughes, No. 429 West Fifty-sixth street; John Smith, No. 647 Third avenue, and N. B. Lyons, No. 884 Eighth avenue.

Outside the depot at Sixth avenue and Fifth street stood three electric cars filled with policemen. The surrounding country was blue with them.

Many of the conductors and motormen running expressed their sympathy with the strikers and said they were going out later.

100 real estate agents advertise their vacancies in the Journal's "Want" advt columns this morning. Do you want to rent a house flat or apartment?

ENGINEERS' WAGES WILL NOT BE CUT.

Rossiter Tells the "L" Men There'll Be No Change for Eighteen Months.

TO BE WELL TREATED.

When Motive Power Is Changed They Will Be Taken Care Of.

A COMMITTEE of ten appointed by the Society of Brooklyn Elevated Railroad Engineers, the local branch of the Brotherhood of Locomotive Engineers of America, called on Mr. Rossiter yesterday at noon at his office to inquire where they stood in view of the rumors that when the motive power on the roads was changed they were to be reduced to motormen's wages of \$2 a day.

Mr. Rossiter received the men with every show of good will and listened quietly to their spokesman, Chief Garney, who said that on behalf of the men he wanted to be set right as to whether they were to be reduced from \$3.50 a day to the figure mentioned.

There were no words wasted and no attempt at rhetoric. Chief Garney put the question plainly and then the committee waited anxiously for Mr. Rossiter's reply.

The president of the Brooklyn Rapid Transit Company first said that he was glad to see the men as a committee and as individuals. He then explained that he had frequently been misquoted as to his intentions.

He denied having said he was going to make the cut referred to and assured the men that no matter when the motive power was changed to electricity there would be no cut in their wages for eighteen months at least.

At the end of that time if any new schedule was made it would provide all the men who were regular engineers under the old system with wages that would be a substantial advance over the pay of any motormen in the employ of the company.

The committee was much relieved in their minds at the outcome of the interview, and told Mr. Rossiter that his assurances were satisfactory to them.

The men were very relieved when they came out of Mr. Rossiter's office, but one of them assured a reporter that they had had no conference with Mr. Arthur as to their visit to Mr. Rossiter.

Strike Closes a Hat Factory. Danbury, Conn., July 19.—The hat factory of M. A. Beldre & Son, shut down to-day and two hundred men are idle as the result of a strike of twenty-five of the employees. The men asked for the discharge of a non-union man employed in the shipping department. The company refused the request, and as a result twenty-five of the men struck.

Strike Leader Devery Predicts A COMPLETE TIE-UP ON SECOND AVENUE.

ALL runs on the Second avenue line from No. 1 to 100 are off. The men are off. The men are coming out all the time. There are now 130 motormen on strike on this line, and by night there will not be a wheel turning on the road. If any cars are run they will be by green men. Statement by Joseph Devery, Leader of the Strikers of the Metropolitan System.

Police Drive Strike Leaders Away from the Depot.

ONE HURT IN A CHARGE.

FEW MEN GO OUT ON EIGHTH AVENUE.

Police Drive Strike Leaders Away from the Depot.

ONE HURT IN A CHARGE.

And He Was a Patrolman, Accidentally Hit by His Sergeant.

THE strike on the Eighth avenue underground trolley line of the Metropolitan Traction Company did not develop during the day into very great proportions.

Only a few motormen left their cars, and these men's places were quickly filled. The depot at Forty-ninth street and Eighth avenue was under the general command of Inspector Thompson, with Captain Thomas in direct charge. The place was alive with policemen.

At about half-past 6 o'clock in the morning the people who live near Fifty-fifth street and Eighth avenue were awakened by loud talking and the noise of a general confusion.

They saw long strings of cars standing still and men in the middle of the street railway company begging other men on the cars to quit work. As fast as a car came along its motorman was subjected to a fusillade of entreaty. A squad of police broke up this tie-up in half an hour.

Many of the regular men said that if the others went out they would go, too. They generally bewailed the fact that Grand Master Workman Parsons or some other high labor official did not appear in person. If such were the case they said that the men would go out in droves.

Among the casualties of a charge on the strike was the case of a patrolman, Sergeant Sheldon, who was hit by a car on Fifth street and Eighth avenue. He was injured in the jaw, knocking out two teeth and possibly breaking the jaw.

Policeman Meade's wounds were dressed at Roosevelt Hospital. Charles Kelly, one of the strikers' Executive Committee, was at the headquarters of the strikers, No. 412 West Forty-ninth street, the rooms of the Thomas McManus Association. He said that the men out were working hard to get the rest of the men to strike, and he was confident of a tie-up by to-morrow.

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NOT A HALT ON MADISON AVENUE.

Strikers Made Little Effort to Get at That Line.

NO POLICE REQUIRED.

There Was No Violence, and the Cars All Ran on Schedule Time.

THERE was no apparent trouble in operating the Madison and Fourth avenue lines at any hour in the day. The real reason of this was that the strike leaders made little effort to get at the men on this branch of the Metropolitan system.

A secondary consideration that prevented an outbreak is the fact that the Fourth and Madison avenue line takes up the quietest part of the city. There are no strikers' homes in any section of its length, so the Madison and Fourth avenue cars ran through quietly enough.

"We are running cars on the Madison avenue line," said President Vreeland, "four to the minute. There is absolutely no trouble there, and we believe there will be none. The men say they have no grievances, and few of them have gone out. Very few they are, too. I cannot say how many, but not enough to stop the running of a single car."

All the Madison and Fourth avenue cars ran through the day without police protection. They were crowded as usual, and from their appearance and quiet none would have imagined that the line was in the slightest way affected by a strike.

During the day no act of violence was reported anywhere along Madison or Fourth avenue, and the police on guard at the Thirty-third street station had an easy time of it. Only one patrolman and a sergeant were visible in front, and the few others on hand rested inside the station.

Occasionally a strike agitator appeared in front of the station, but none ever got a chance to speak to the men. Usually he was ordered away before he could get in range, and in this way the station was protected.

Occasionally, further up the line, there was an attempt to get motormen to desert their cars, but few men left. No car was abandoned in transit, and the track was not spiked. All intimidation by sympathizers consisted merely in cries of "Scab!" from children and a few wanderers from the Second avenue territory.

PITTSBURG KNIGHTS AID THE BROOKLYN STRIKERS.

District Assembly No. 3, in Convention, Vote to Give Moral Support and Funds.

Pittsburg, Pa., July 19.—Knights of Labor of this city will render moral and financial support to the striking Brooklyn street car employees. This was decided on to-day at the convention of District Assembly No. 3, K. of L.

District Master Workman Fernau said he believed the Knights of Labor all over the country should take action favoring the strikers. A resolution giving the strikers the moral and financial support of the Pittsburgh district organization should be passed, he said, and this was done. In addition to a cash donation from the District Executive Board all the local assemblies here will be asked to contribute. No men are being hired here.



Mounted Police Moving Down Second Avenue.

They were photographed by a Journal artist as they passed Ninth y-fifth street on the way to their quarters in the car barn in the avenue at that street.

CONDUCT, GOOD AND BAD, TO BE NOTED.

Long Island Road Adopts a New Method of Dealing with Its Men.

12 HOURS A DAY'S WORK

Overtime Will Be Paid For. Promotions to Be Made by Seniority.

The Long Island Railroad announces that hereafter it will keep an account, not only of the bad, but of the good, conduct of all its employees by a regular system of book-keeping. Heretofore the company has recorded only their shortcomings. The plan has excited the greatest interest among the men, and they are very favorably impressed by it.

Beginning on July 15, books were begun in which an account was opened with each employee. For every six months that a man serves without giving any cause for reprimand he will receive two good marks. In addition to this, all acts of meritorious service or faithfulness to duty will earn a man additional marks, as when he saves a train from destruction or performs some other deserving deed.

The bad marks will be given for misconduct and a man with a balance of bad marks against him will be suspended for ten days for each one. The bad marks will be carried by intention to duty, lack of civility to passengers and the other offences that, theoretically, a trainman may commit.

Debit marks will be cancelled by credit marks. Thus, if a man has on the books five good marks, and for some flagrant fault receives six bad ones, instead of being suspended sixty days, he will remain away from work only ten. In other words, the man is benefited by the sum total of his previous good conduct.

However many good marks a man has, they will avail him nothing if the offence he is guilty of is one for which the punishment is death.

The company explains that the system is adopted for the purpose of having some record to show the good records of the men, instead of a mere catalogue of their offences.

Pay for Overtime.

Another announcement is made that is equally pleasing to the workmen. After July 15 all emergency work will be paid for as overtime. Thus, if a man is sent to a dismount and have the company's business he will receive compensation at the same rates as if he were working on his regular department and transportation and expenses will be allowed.

Another innovation that gives pleasure to the employees is that hereafter a man working as an assistant conductor, carman or agent is employed shall be considered to have done a day's work at the expiration of twelve hours. If he works longer he will be paid overtime.

At the same time telegraphers and tower men are advised that hereafter the company will make promotions according to seniority based upon ability, capability and efficiency, considering the increased responsibilities resulting from promotion.

Men will have the right to appeal from a dismissal and have the facts reviewed, but the appeal must be filed within thirty days from the time of the incident on which the dismissal was based.

Employees who have been dismissed but whose appeals are sustained will be reinstated and paid for the time they lost.

In sign of towers in which only one man works twelve hours is to constitute a day's work, and overtime will be paid for. All twelve-hour tower men will get one day off a month with full pay.

To Be Given "Characters."

Men who leave the employ of the company will receive certificates showing their record on its books during their term of service.

The men look upon the new regulations as a desideratum and calculated to improve their condition.

"Coming at this time, when there are so many strikes and prospects of strikes are especially welcome," said a conductor. "The plan of putting down in books only a man's offences is not quite new, but it makes a man's record for keeping a record of his general conduct. He might save lives and property and distinguish himself continually, but under the old plan there would be no record kept of it, and, naturally, it would soon be forgotten."

NONE BUT UNION MEN RUN ON CONEY ISLAND AND BROOKLYN ROAD.

The employees of the Coney Island and Brooklyn Company are in a quandary, according to Master Workman George W. Youngs, of Local Assembly 9957, to which they belong.

ROSSITER SAYS 1,491 MEN ARE STILL OUT.

Strikers Claim That 2,500 Is Nearer the Figure. Both Sides Are Hopeful of Success.

THE NUMBER OF MEN NOW OUT ON STRIKE IN BROOKLYN.

PRESIDENT ROSSITER. "We need 1,491 more men; we have taken on 500 new men."

MASTER WORKMAN PINES. "There are still 4,500 of the Brooklyn Rapid Transit Company's employees on strike."

"We are refusing offers to send men from other cities."

"Our men are coming back to us all the time."

"Rossiter is scouring New Jersey and nearby towns for men. His advertisement for men in Boston has just come to me."

sleeps in not going to avoid his bed unless there is some pressing of good appearance; a one serenely confident of carrying his point.

"This Manhattan strike will help us. It will place Vreeland in competition with Rossiter for new men. Vreeland will outbid Rossiter, in my opinion, and the Brooklyn Heights company will have to yield."

There is a postal card from Boston, showing a copy of an advertisement for men for Rossiter:

"Wanted—Experienced conductors and motormen; must be of good appearance; 5 feet 8 inches in height or over; pay \$2 per day for 10 hours out of 12; 20 cents an hour for overtime over 30 minutes; apply No. 32 Cambridge street, room 25."

WILL HEAD OFF OUTSIDERS.

"These conditions apply to the Brooklyn road, and the wording makes me certain that it is Rossiter's. I hear that 200 men have been engaged there. We will head them off between Boston and here."

Mr. Pines does not believe the militia will be called out. Governor Roosevelt will hesitate a long time before he orders them out for fear that it will react upon him politically in the future.

STRIKERS FEAR THE BLACKLIST, SO ROSSITER ESCAPES PROSECUTION.

Of the hundreds of men in Brooklyn who have been worked more than ten hours a day by the Rapid Transit Company, not one could be induced by Master Workman Pines to go before a Magistrate yesterday and swear out a summons against President Rossiter for violation of the ten-hour law.

One man had promised to bring twenty-five of his fellows to the strike headquarters, at No. 118 Myrtle avenue, ready to produce sworn testimony and time cards as evidence before a court.

This man failed to appear, and none of the visitors at the headquarters would go. The reason was not forthcoming at once. It was learned, however, that the word had been passed around that the names of complainants would get on the blacklist.

The Rapid Transit Company has a long arm and friends in nearly every trailer company in the United States. From a quarter that lent convincing force the hint was conveyed to the strikers that no man who endeavored to prove President Rossiter a law breaker could find a job on any road operated by electricity.

100 real estate agents advertise their vacancies in the Journal's "Want" advt columns this morning. Do you want to rent a house flat or apartment?

No Prepared Sale

just to stimulate a little business, but an accident by which you are the gainer. We were solicited by the creditors of the Meyer Estate to make a cash offer for the entire stock. We did so. It was accepted. E. H. Van Ingen & Co., W. D. Ellison & Co. and Wm. B. Leonard & Co. were some of the creditors—Nothing but high-class woolsens are in this purchase. There are no shopworn remnants in this stock, nor do we ask you to pay more than the advertised price of any of the goods in either of our stores. Make your own selection, and the price for suit or overcoat to order is

NO MORE \$15 NO LESS

These goods are moving quickly, and the sale will end as soon as the MEYER stock is sold.

W. C. LOFTUS & CO., SUN BUILDING, near Brooklyn Bridge, 1191 Broadway, near 28th St.